

DATE

1035Z 31 DEC 64

TOP SECRET

TO : DIRECTOR

FROM : [REDACTED] 25X1A

ACTION:

INFO :

25X1A

TOR: 1124Z 31 DEC 64

OPS-1-16

PRIORITY

IN-65092

TO PRIORITY [REDACTED]

INFO

CITE [REDACTED] 6956

25X1A

C 374C

25X1A

REF A: [REDACTED] 0206

B: [REDACTED] 0236 25X1A

C: [REDACTED] 6936

D: [REDACTED] 6941

25X1A

1. RE REF C PARA C: SHOULD READ 152 GALS/6 PLUS 35. ERROR
MADE IN TRANSFER FROM [REDACTED] 25X1A

2. RE REF C PARA E: FOLLOWING IS FORCAST WINDS VERSUS
COMPUTED WINDS BY ROUTE SEGMENTS FOR C374C. INFORMATION
OBTAINED FROM CHARTS, GREEN CARD, AND PILOT DEBRIEFING.

ROUTE SEGMENT	FCST WIND	COMP WIND
PT A TO C	270/40-45	UNABLE TO
COMPUTE ACCURATELY FOR THIS SEGMENT DUE TO CLOUD COVER AND 68 DEG TURN AT PT B. HOWEVER PILOT WAS SEVEN MINUTES EARLY.		
PT C TO D	290/50	303/13
PT D TO F	290/30	3000/15
PT F TO J	300/20	LT AND VAR

TOP SECRET

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

25X1A

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PT J TO HI/CONE WINDS COMPUTED AS FCST. WISH TO POINT OUT THAT HAD WX BEEN CAT 5 FROM PT B TO PT G, D/R POSITION TO WHICH PILOT WOULD HAVE BEEN REQUIRED TO FLY WOULD HAVE BEEN APPROXIMATELY 100 NM BEYOND PT G. THIS WOULD HAVE ADDED 200 N M TO ORIGINAL FLIGHT PLAN AND APPROX 80 GAL FUEL CONSUMPTION. WE WERE MONITORING PROGRESS AND WOULD HAVE ATTEMPTED INSTRUCTIONS USING SSB, HOWEVER. FORTUNATELY PILOT WAS ABLE TO SEE ENOUGH LANDMARKS TO COMPUTE GROUND SPEED PRIOR TO POINT G AND WAS ABLE TO TURN AT PRE-PLANNED POSITION.

25X1A

3. FYI [REDACTED] VERY CONCERNED ABOUT WIND INACCURACY AS YOU WILL SEE BY [REDACTED] COMMENTS ON DEBRIEFING TAPE. [REDACTED]

25X1A

INFORMED ME TODAY THAT [REDACTED] HQ EXPRESSED GREAT CONCERN ABOUT WINDS FOR FUTURE MAX RANGE MSNS SUCH AS NIGHT OPERATIONS WHERE PILOT MAY NOT BE ABLE TO FIX POSITION ACCURATELY.

4. RE REF B PARA 3: PILOTS AND SUPERVISORS ARE WELL AWARE OF PROPER USE OF FUEL CURV. PILOTS DECISION IN THIS CASE WAS BASED ON FACT HE WAS 15 GALS BELOW CURVE FOR ELAPSED TIME AIRBORNE AND DISTRUST IN ACCURACY OF WIND FORCAST FOR ROUTE HOME SINCE HE HAD GAINED 16 MINUTES TO PT L. OTHER FACTORS INCLUDED WX OBSERVED BY PILOT TO BE UNDERCAST AND CONCERN ABOUT TERMINAL WX AT HOME STATION. ALTHOUGH FORCASTS FOR [REDACTED] RECEIVED FROM WECEN,

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[REDACTED] LOCAL FORCASTER AND [REDACTED] PREDICTED VFR CONDITIONS ON RECOVERY, [REDACTED] BRIEFED PILOT OF POSSIBILITY TERMINAL WX BEING NEAR MINIMUMS AND TOLD HIM TO PLAY IT SAFE.

25X1A

5. HOPE ABOVE INFO SHEDS MORE LIGHT ON REASON FOR DEVERTING AT PT L. WISH ALL HAPPY NEW YEAR AND LOOKING FORWARD TO MORE BUSINESS NEXT WEEK.

END OF MESSAGE

T O P S E C R E T

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